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**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.K.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 20th, 1905.

The intentions of Admiral Rozhdestvensky and his officers are now an open book to naval experts. The line of proposed action by the Baltic Fleet is, obviously, to take in stores, to clean ship, and to "stand easy" as a preliminary to attempting a run to Vladivostok. It is thought that, besides filling their bunkers, the Russian ships will certainly take heavy deck cargoes of coal. This accumulation of coal above, if properly stowed, is unlikely to be any hindrance to the efficient working of the guns and ships. On the contrary, naval officers know that coal is one of the least "shot stoppers" that can be provided; and so it serves the double purpose of affording a certain amount of protection, and of extending the mobility of the fleet. The latter is an important point, for it is probable that if the Armada once makes its dash for the northern port, Cam Ranh Bay will have been its last voluntary halting place. Provisions in Annam are both plentiful and cheap; and all that Admiral Rozhdestvensky should possibly require is to his hand. As the Americans express it, it is now "up to him" to make the attempt, "hit or miss." The prospects of his enterprise cannot be made any rosier by further delay. Some weakness is inevitable in his fleet of forty-seven vessels, but it will be set down to abnormally bad handling, and to a total lack of naval "dash and go," if all of them fail to reach their objective; or, conversely, it will give to the Japanese navy more kudos than ever if it should have the extraordinary luck to stop the whole of such a great Armada. Newspaper

readers have so often been told that the Baltic squadron consists of old or obsolete craft that they may well fail to realise how really formidable it is. Even if beaten in the first engagement, it is not to be assumed that remnants of it will not remain for some considerable time to threaten transport and commerce. Some people think that the fact of feeling "at bay" will endow the Russians with a better moral than that which the easy confidence, born of past successes, is likely to give the Japanese. This we are not prepared to endorse, for we have seen how the Russian is more prone to count the cost than is the Japanese fighter. Certainly the Russians enjoy one benefit: they have learned to respect the enemy. So have the Japanese, but they do not express it in terms of over-respect. They have climbed from respect for the enemy to self-respect; the Russian began with contempt for the enemy, and their exaggerated self-confidence must now be tinged with a little self-distrust. It is, however, mainly shooting that counts; and those psychological factors may be credited with greater importance than they deserve. Russians are not good sailors; Japanese are. Russian officers are aristocrats, with a constitutional regard for their own value: Japanese officers are "professionals," and they make their country's quarrel a personal matter. Thus the "man behind the gun" on the Japanese side has a better brain to control and direct him. Skill, experience, enthusiasm, sobriety, love of and aptitude for the sea, all preponderate with Admiral Togo's side; but the Japanese admiral seems to have the advantage in numbers, so that we must not attempt to minimise the hardness of the nut which Togo has now to crack. That he will give a good account of himself when the time comes is absolutely sure; and as the party with a just quarrel is supposed to be thrice armed, we are entitled to look for a continuance of the good fortune which has attended our Allies' efforts to chastise the Bully of the Far East. The issue could not be in surer hands.

On Good Friday, 21st instant, at eight o'clock, the choir of St. Peter's Church, assisted by friends, will give Stainer's "Crucifixion."

Before Mr. F. A. Hazeland at the Police Court yesterday, Paoro, a Spaniard, was charged with attempting to stow-away on the s.s. *Glenloch*. He was fined \$25, with the alternative of one month's imprisonment.

The new Peak tramway has advanced another stage. We hear that a compromise is probable with regard to the terminus of the new track, and that an influential combination of interests is being arranged. At present reports appear to be in the confidential stage.

While the master of No. 61 Station Street, Yau-mut, was away in the country worshipping at his ancestors' tomb, two of his folk, who were left in charge of the shop, stole a box of his clothing and sundry other articles. The theft was discovered, and the two men were placed before Mr. F. A. Hazeland at the Police Court yesterday on a charge of larceny. The first defendant was discharged, and the second sentenced to two months' imprisonment with hard labour.

As an outcome of the last successful "smoker" held under the auspices of the Masonic Quadrangle Club, the committee have decided to hold a similar function to-night, and judging from the programme before us, the concert bids fair to be equally as good as, if not to eclipse, its predecessor. Every consideration has been given to the comfort of the guests, and as will be seen from our advertisement columns, nothing has been left undone that will conduce to the harmony of the evening. As on the previous occasion, the old Chamber of Commerce Room has been requisitioned for the eve.

As in the recent case of the *Easty*, the Japanese have made a mistake in seizing the British steamer *Saxon Prince* in the Tushima Straits. The *Saxon Prince* was bound from New York to Shanghai and Maroran (Japan). She had discharged the Shanghai portion of her cargo and was proceeding to Miroran with rails. War risks on the cargo had been underwritten at nominal premiums, as, of course, the risks contemplated were those of possible seizure by Russians, not by Japanese. No doubt, suggests the *Times*, the *Saxon Prince*, like the *Easty*, will promptly be released. The *Saxon Prince* is owned by the Prince Lino.

M. Oiginsky, the correspondent of the *Nova Vremya*, tells how the Japanese missed capturing an enormous booty, during the flight from Mukden, through their failure to cut the railway on the 8th inst. On that day 450 carloads of artillery left Mukden and reached Tieling and 16 trains of from 52 to 55 carriages arrived at Tieling on the following day. Of these, three carried projectiles, one the park belonging to the remaining batteries, one warm clothing, one coal, one engineer stores, three commissariat stores, and one hospital requirements. There were also six trains of wounded. The trains travelled without lights at intervals of eight minutes.

## TELEGRAMS.

[REUTERS'S SERVICE.]

## RUSSIA AND REFORM.

London, 17th April.

The Constitutional party forming in Russia includes seven members of the Council of the Empire, besides Senators and other prominent officials. The Party is issuing several thousand invitations throughout the Empire, to a conference at St. Petersburg on the subject of reform. A scheme has already been drawn up for the composition of a representative assembly.

## THE WAR.

[REUTERS'S SERVICE.]

## R. D. VENSKEY'S "DARING SKILL."

London, 17th April.

The Russians are elated at the daring skill of Admiral Rozhdestvensky, and state that he is coaling and cleaning his fleet at Kanranth prior to engaging the Japanese.

## IN MANCHURIA.

London, 17th April.

General Linevitch reports that the Russian left on the 11th instant, attacked the village of Pouchou, five miles to the eastward of Meian. The flanks of the Japanese were enveloped, and they retired to Meian, which is their advanced post on the Kirin road.

## NO NEWS.

All yesterday's arrivals were visited, but had nothing worth adding to the Baltic Fleet records. The British steamer *Pinna* saw the Russians in the Straits of Malacca; but that was a long time ago. The German steamer *Madelin* *Richner* saw two war vessels near Saigon, believed to be French, which is not to be wondered at. Until operations at Camranh Bay are finished, we are not likely to learn anything new.

## "BALICERS" AND THE HAMBURG-AMERICAN LINE.

Replying to Herr Babel in the Reichstag on March 16th, Count von Bulow made the following statement with regard to the circumstances in which ships belonging to the Hamburg-American Line were chartered to transport coal for the Russian Baltic Fleet:—

"According to the specific assurances which have been given by the Hamburg-American Line, the German transports are not to accompany the Russian fleet. Their sole function consists in conveying coal for delivery at appointed neutral ports, and they are not to proceed to those ports in conjunction with the Russian warships, but independently and by other routes. Nothing whatever is known with regard to the application of illegal coercion by the Russian fleet to members of the crews of the German transports, either during their voyage or in particular off Madagascar. Indeed, the statement is in the highest degree incredible. If the Russian admiral should have taken certain measures in order to secure the preservation of secrecy with regard to their dispositions and with regard to the condition of their forces, and if the freedom of the German seamen's movements in their relations with the Russian ships has been restricted, there could hardly be any objection to these proceedings. If the Hamburg-American Line in their dealings with their captain should have violated the provisions of German law and the terms of their contract with the sea we would, as a matter of course, call the company to strict account in Germany. As a matter of fact, there has not hitherto been the slightest evidence that the Hamburg-American Line has in any way contravened its obligation."

## MINES IN THE GULF OF PE-CHILI.

In the House of Commons on March 16th, Sir P. Dwyer (Treasurer Hanover, St. George's) asked the Under-Secretary for Foreign Affairs whether his attention had been called to the danger to British shipping in Chinese waters through floating mines in the Gulf of Pe-chili; and whether he could see his way to co-operate with other Powers to secure their destruction.

Earl Percy:—We are in communication with the Japanese Government on the subject. Sir P. Dwyer afterwards asked the Secretary to the Admiralty whether he was aware that floating mines in the Gulf of Pe-chili constituted a danger to shipping in Chinese waters, and caused much consternation amongst shipping firms at Tientsin; and would he communicate with the Commander-in-Chief of the British squadron on the China Station on the subject, or take such other action as he might deem necessary to secure the destruction of these mines.

Mr. Prestman (Suffolk, Woodbridge):—The answer to the first part of the question is in the affirmative. The Commander-in-Chief has already been communicated with, and he has reported several cases in which mines have been sighted by his Majesty's ships. As many as possible of these mines have been destroyed, and any others that may be met with will be destroyed. "Any others that may be met with" is not sufficient. Not many will be met with by ships of the British fleet. They ought to go and look for them. It is a more pressing matter than experimenting with wireless messages that they cannot read."

## THE EX-DALAI LAMA AGAIN.

According to a Peking dispatch the Imperial Resident at Urga, Mongolia, has reported to the Grand Council that there has been some trouble in persuading the ex-Dalai Lama to leave Urga for Tibet owing to the intrigues of Russian agents who want to get him to escape into Russian territory, so that they may use him at some future time for their own political purposes. In consequence, however, of the strict watch kept upon the ex-Dalai Lama's movements by the Imperial Resident, Yeh Chih, who, by the way was in 1900, Tactai of Awoy, the ex-Pontiff of the Buddhist faith, has been unable to effect his escape and has given a promise to leave for Tibet via interior towns of China Proper and Szechuan province by the middle of the present month. The Chinese Government will breathe more freely once the Pontiff has left Mongolia.—*N.C. Daily News.*

## "ENGLAND EXPECTS."

## WHAT THE CHINA SQUADRON SHOULD DO.

The admirable care with which the coasting steamers are navigated is shown by the fact that so far only one steamer, the *Koching*, has actually struck one of these mines, but escape was marvellous, but it is hardly to be expected that the next victim will get off as lightly. The shipowners and the Press have done their best to urge on the British authorities the duty that lies upon our navy. Our navy exists not only to defend Great Britain from invasion, but also to safeguard British commerce all over the world, and a still higher claim is the claim of humanity. There will be a great outcry and a demand that somebody shall be brought to account if a British steamer with a number of passengers on board disappears suddenly in the danger zone; it will be too late then, and now is the time that preventive measures should be taken. H.M.S. *Togue* did destroy three mines the other day while she was out practising firing, but one more, the *Leaving*, has already destroyed four or more. It is known that H. E. Yvon Strickland, Viceroy of Chihli, as Superintendent of Northern Trade, did give orders that a Chinese cruiser should go out to Shantung waters to destroy mines, but there is no knowledge that anything has been actually done. In fact it has been confidently stated that the cruiser detailed for the work is in dock at Tientsin. It is to the British navy that the British merchant marine naturally and properly looks for protection, and it is not consonant with our recollection of what the British navy has done here in the past that a deaf ear should be turned to the appeal from British shipping. It is a pressing matter; every steamer that leaves Tientsin for Shanghai or Shanghai for Tientsin is in danger of being struck through a highly dangerous zone, and has to trust largely to good luck to get through it safely. With the constant stream of travel both ways, a large number of valuable lives are in danger all the time. The danger is removable and ought to be removed; and British steamers, which form the majority of the shipping interested, look to the British Commander-in-Chief to do the action of means to repel the danger, while the Navy is prepared to abdicate altogether the leading position it has always held in China.—*N.C. Daily News.*

## AN EARLY RUSSIAN ESTIMATE OF JAPAN.

Mr. G. H. Baillie writes from 18, Putnam-place, S.W., on March 12:—"In 1899 was published a translation of 'Recollections of Japan,' written by Golownin, a captain in the Russian Navy. A chapter on national character contains a forecast which, in the light of present events, is of peculiar interest. Golownin, too, gives a warning to his countrymen which might well have been taken to heart. I transcribe the following passages from the writings of this shrewd traveller:—'What must we expect of this numerous, ingenious, and industrious people, who are a people of everything, and much inclined to imitate all that is foreign, should ever have a Sovereign like our Peter the Great, with the resources and treasures which Japan possesses, he would enable it to become, in a few years, the Sovereign of the Eastern Ocean. However deeply a horror of everything foreign may be impressed on the Japanese and Chinese Governments, yet a change in their system is not inconceivable; necessity may compel them to do that to which their own free will does not impel them! Attack, for example, like that of Chuvostoff, often repeated, could probably induce them to the use of means to repel a handful of vagabonds who disturbed a nation. This might lead them to build ships of war on the model of those of Europe; these ships might increase to fleets, and then it is probable that the good success of this measure would lead them also to adopt the other scientific methods which are so applicable to the destruction of the human race. In this manner all the inventions of Europe are gradually being taken root in Japan, even with the creative spirit of a Peter, merely by the power and concurrence of circumstance. The Japanese certainly would not be in want of teachers if they would only invite them. I therefore believe that this just and upright people must, by no means, be provoked.'—*Times.*

## THE INDEMNITY QUESTION.

The *Times* says:—"There is hardly room for any difference of opinion about the meaning of the postponement of the loan which Russia has sought to negotiate in France. It is a significant indication that the remarkable patience and liberality of Russia's ally are now on the point of exhaustion, and that apprehension concerning the security of the huge sums already advanced will prevent the throwing of more money into the Russian military chest. A rumour that reaches us as we go to press that the loan has been negotiated after all, on the original French terms, would not, even if authenticated, materially alter the situation. Beyond recognition that the point of exhaustion has been reached, opinion ceases to be unanimous. It is thought, on one hand, that the stoppage of supplies will induce or compel Russia to sue for peace. It is also hinted that, if the war were stopped, money would be forthcoming to help Russia out of her difficulties, although it is evident, as our Paris Correspondent points out, that the prospect of having to advance money for a war indemnity is regarded with justifiable uneasiness. Optimism seems to be nourished upon the theory that Japan really cannot expect an indemnity which would seriously injure Russia's prestige. We find it difficult to conceive that the maintenance of Russian prestige can be an object so dear to the hearts of Japanese statesmen that for its sake they should forego any part of the advantage which they have won at such a tremendous cost in blood and in money. An indemnity counts double. It weakens their adversary and it strengthens themselves. Without pretending to any knowledge of Japanese intentions, we may surmise on general principles that more regard for the prestige of Russia or for the interests of those who have lent money to Russia will scarcely be allowed to weigh against considerations of national security or advantage. While some think that money troubles will make for peace, if only by making it more difficult to continue the war, others take a different view, in which they seem to be confirmed by the bellicose tone of many communications from St. Petersburg. It is always difficult to appraise the value of loud protestations as to the impossibility of making terms. They sometimes precede the very action they declare impossible. Still, without saying too much stress upon these things, we are bound to recognize a complete absence of any substantial sign that peace is to be sought at present. Anything may come out of the indecision which afflicts the Tsar; but the oligarchy behind him is fighting for its very existence, it sees in peace another menace to its privileges, and it has no other instinct than to go on in its accustomed way."

## THE HSIN-MIN-TUN RAILWAY.

The *Times* had the three interesting despatches following:—

Peking, 14th March.

For several months past trains loaded with foodstuffs have been running daily to the Russians at Mukden along the Imperial railway, via Kan-pan-tsis, to Hsin-min-tun, while the Russians throughout the war have entirely ignored the neutrality of the country traversed by this section of the railway, and treated it as within the sphere of military operations. Military reasons compelled the Japanese to occupy Hsin-min-tun and cut off this important source of supplies. On Sunday the Chinese railway authorities, threatened by the Russians and influenced by the Russo-Chinese Bank, closed the railway beyond Kan-pan-tsis and withdrew the rolling stock between Hsin-chwang and Hsin-min-tun.

The effect was serious, preventing the movement to the Japanese of foodstuffs permitted to the Russians. The Japanese are indignant; they are fighting for the integrity of China, but are constantly meeting with obstruction from conservative Chinese officials who still cling to their fear of Russian supremacy. Japan is now endeavoring to induce the Chinese to reconsider this attitude of unfriendly discrimination. Unless the Chinese reopen the line they will be within their rights in adopting serious measures.

Niu-chwang, 13th March.

A prominent official of the Hsin-min-tun line with whom I have had an interview said:—"The neutrality of the line has long been fiction. The methods adopted by the Russians in overrunning the examples of the officials, and their violation of the regulations regarding the shipment of ammunition and foodstuffs, are open secrets. The Cantonese directors are believed to be responsible for the new departure. The who a meter has been referred to Peking and to Tientsin."

Tientsin, 13th March.

The Chinese managers maintain that they are justified in stopping the train service on the Ying-kau-Kan-pao-Hsin-min-tun line, as the action of the Japanese in forcing them to break their neutrality by carrying contraband left them no alternative but to cease the service entirely.

## GERMAN "INDIGNATION" UNPOLITICAL.

In the course of his reply to Herr Babel in the Reichstag on March 16th, Count von Bulow again protested against the S.C. cable attacks upon Russia, and maintained that the Social Democratic Press had endeavored to poison the relations between England and Russia and to excite animosity between Germany and Russia in connexion with the Dogger Bank incident and the bombardment of an insignificant German trawler by Admiral Rozhdestvensky's squadron. The word "indignation" had been repeatedly employed by Herr Babel in his references to the present condition of Russia. On one occasion Prince Bismarck, dealing with a despatch which he (Count von Bulow) had written when he was a young chargé d'affaires, had informed him that the word "indignation" was "not a political expression." Politicians, Prince Bismarck had observed, were "more or less passionately affected" by events, but they did not indulge in "indignation."

The Germans had too strong a tendency to raise indignant protests against what took place in foreign countries. Seventy or 80 years ago they had had an agitation in favour of the Greeks, followed by an agitation in favour of the Poles, and then recently they had excited themselves in behalf of the Bulgarians. They had subsequently indulged in a movement on behalf of the Boers (*Burenvrienden*). There was now an attempt on the Left to excite an agitation with regard to Russia, but it was as great a mistake to regard events in that country through the spectacles of Liberalism as it would have been at the time of the Holy Alliance to judge everything that took place in Europe from the point of view of Legitimist principles. When Herr Babel suggested that the German Government would like to offer assistance to Russia he could only reply that German assistance had not been asked and that there was no intention of offering it. There was no thought of interfering in the domestic affairs of Russia or of risking German lives and German property without reason. His personal opinion of the Russian system of government was a matter quite apart from their foreign policy.

## VICKERS SMACKS HIM.

The annual meeting of shareholders in Vickers, Sons, and Maxim (Limited) was held on March 14th at Sheffield. Mr. T. E. Vickers presiding. In moving the adoption of the report, the Chairman said some of the shareholders had suggested that they would have preferred a larger dividend, but the directors desired to be in a position to declare an interim dividend, and in order to do that they must satisfy the auditors. Instead of going to that trouble they had preferred to declare a dividend equal to 12½ per cent. for the year, and to carry over enough for the next interim dividend. "The attitude of the auditors was natural, because there were the preference shareholders as well as ordinary shareholders to be thought of."

Mr. Albert Vickers seconded the resolution. Mr. J. H. Bentley asked if the profits from the holding of the company in William Beardmore and Sons had been brought into the present balance-sheet.

The Chairman—Those of last year come into this balance-sheet.

Mr. E. R. Dakin, a Sheffield shareholder, asked whether, considering that Vickers, Sons, and Maxim held a half share in William Beardmore and Sons, the chairman would allow that it was relevant at that meeting to discuss the accounts of that subsidiary company and to ask questions thereon. He desired to discuss the proposal set out some weeks ago by Messrs. Beardmore and Sons asking for the balance of their half-million sterling of debentures.

The Chairman—We have nothing to do with that. We are shareholders in Messrs. Beardmore's, but we cannot interfere; at least I cannot interfere with any management of their business.

Mr. Dakin—Do you not think that we, as shareholders having a large interest in Messrs. Beardmore's, ought to have the privilege of discussing any of their accounts?

The Chairman—No, I do not think so at all. I do not see why you should wish to hamper that or any other subsidiary company. I do not think the gentlemen here present wish to be detained with anything of the kind. (Cheers.) The resolution was then put and was carried unanimously.

Theology is both an art and a science; and just as no amount of knowledge of the science of painting will make a man an artist, so no amount of scholarship will make a man a theologian.—Rev. G. W. Allen in the *Hibbert Journal*. Ergo, theologians have no scholarship?

## GERMANY AND RUSSIA.

SPEECH BY COUNT VON BULOW.

In the Reichstag on March 15 the Bavarian Socialist leader Herr von Vollmar raised the question of the relations of Germany and Russia in the debate on the salary of the Imperial Chancellor. He referred first of all to the sale of Russian ships by the Hamburg-American Line to Russian agents, and expressed a hope that the reports were true according to which the Foreign Office had protested against further transactions of this nature. He then dealt with the extradition treaties which Prussia and Bavaria had concluded with Russia in 1888 and maintained that these agreements were inconsistent with the dignity and the independence of the German Empire.

In great detail he examined the principles of the administration of justice in Russia, and described them as entirely inconsistent with the ideas of law and order. On a former occasion Count von Bulow had cited the authority of Prince Bismarck in support of the advisability of maintaining neighbourly relations with Russia. Nevertheless, there were no record many statements of Bismarck's which showed how kindly he had felt the national humiliations which had frequently been entailed by the peculiar character of Germany's attitude towards Russia. In the memoirs of the former Minister-President of Wurtemberg, Baron von Mittencht, Bismarck was represented as having been indignant in 1879 at the necessity imposed by the Tsar upon the Emperor William of going to meet him at Alexanderov. In 1883 Bismarck had felt inclined to resign as a protest against the encroachments upon the independence of the German Empire which the pre-emptive behaviour of Russia seemed to involve. The extradition treaty of 1885 was the crowning point of the indignities heaped upon Germany by her eastern neighbour. The time had come, he said, when it was the duty of the German Government to shake off the fetters of this humiliating subordination. It would now be absurd for the Imperial Chancellor to revive against the Social Democrats the charge that they desired to precipitate war with Russia. The hopeless condition of Russian affairs had been revealed to the whole world, and not even China nowadays feared the Russian Empire.

Count von Bulow at once replied and began with an *ad captivum* glorification of the foreign policy of Prince Bismarck, which he described as excellent far above the criticisms of Herr von Vollmar. The great feature of Bismarckian policy was that it had been free from the influence of personal sympathies and antipathies, and had been dictated solely by the interests of Germany. Although Herr von Vollmar had represented the prestige of Russia as being so seriously impaired, he had nevertheless reluctantly admitted that the democracy of France continued to cultivate most assiduously the Russian alliance. Nor could Herr von Vollmar deny, if he followed foreign affairs, that "the English Liberals were eagerly desirous of good relations between England and Russia." With regard to the present position of Russia, Count von Bulow observed:—

"Men of insight all the world over are more or less convinced that the position of Russia as a Great Power will survive the vicissitudes of the present war and the difficulties of the present domestic trouble. (Ironical interruptions by the Social Democrats.) Just wait and see." (Great laughter.)

The Imperial Chancellor proceeded to reiterate the charge that the Social Democrats would like to see Germany plunged into war with Russia in the interests of the Russian party of revolution, and he quoted a Socialist journal in support of this opinion. Count von Bulow is very fond of dwelling upon this point, since, although the Socialists, as is well known, do not exercise the slightest influence upon German foreign policy, the Tsar and Russian statesmen may perhaps be persuaded to believe that the German Government has to overcome serious opposition at home in order to pursue an outwardly accommodating policy towards Russia. According to Count von Bulow, it is unjust to speak in this connection of the "dogmatism" of Germany upon her eastern neighbour. He had often pointed out that "we are not dependent upon Russia, and that we do not run after Russia, but that we have no reason to make ourselves disagreeable to Russia as many people would like us to do." Prince Bismarck had been exposed to the same reproaches 20, and also 40, years ago, and on one occasion the great Chancellor had replied that the only thing which showed how perilous was the discussion of foreign affairs by people who had no real acquaintance with them.

Passing to the subject of the sale of German ships to Russian agents, he maintained that, according to international law, such transactions were legitimate. During the present war both sides had purchased many vessels from foreign owners, and the English Press had published details of the sale of British ships to the Japanese. The essential condition was that the German vessels sold to Russia should no longer fly the German flag, and that their German crews should not be compelled to serve under the Russian flag. The perfect correctness of the German attitude throughout the war was demonstrated by the criticism which had been advanced from opposite quarters. On the one hand they were accused of heaving to the Russian side, and on the other it was asserted that they desired to see Russia weakened, and were therefore secretly in favour of the prolongation of the war. There was no foundation for either of these assertions, and both the Russian and the Japanese Governments were perfectly well aware of the real attitude of Germany. He said a despatch which he had recently received from the German Minister in Tokyo to the following effect:—

"The Japanese Government has never attached any credence to anti-German insinuations (*Antisemitism*), and it has been aware that intrigues were being conducted against us. The Japanese Government has no ground to complain of us or to mislead us; it attaches the greatest importance to good relations and sees absolutely no ground for a collision of interests. The Japanese Foreign Minister also asked me to report that the Japanese Government, with regard to us as with regard to other Powers, will respect *faits accomplis* and acquired rights in East Asia. This, he added, was not only the firm determination of the present Government, but also the permanent guiding principle of Japanese policy."

Count von Bulow went on to say that he did not know to whom the Japanese Foreign Minister referred when he spoke of anti-German insinuations; perhaps Herr von Vollmar knew. The Russian Government was similarly aware that Germany would not turn its back on difficulties of Russia to account against her. They would continue to cultivate their relations with Russia and would avoid an attitude of antagonism which was not necessitated by any real German interest. (Loud cheers.)—*Times.*

The love of work for work's sake is not a characteristic of the present day. There is a tendency to rush and get it over. Much of our modern work is scamped or badly done. We are so anxious to catch time by the forelock that we almost tear the forelock off.—Marie Coralli.















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**FARES**—(week days) 1st Class Uniform, cabin  
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Every Sunday will be on Excursion, at the  
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Tiffin and Dinner can be supplied either on

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First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

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GLASGOW AND LIVERPOOL	"KINTUCK"	On 15th May.
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GLASGOW AND LIVERPOOL	"HECTOR"	On 29th May.
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GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 21st April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DARDANUS"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

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OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANIA"	4,370	Brahmar	April 27th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.
"ARAGONIA"	5,198	Schuldt	May 30th, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**ALLAN CAMFRON, GENERAL AGENT.**

Hongkong, 17th April, 1905.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. H. Notley	Manila via Amoy.	Sat. 22nd April, Noon.
ZAFIRO	2540	R. Rodger	Manila.	Sat. 23rd April, 10 A.M.

For Freight or Passage apply to

**SHEWAN, TOMES & CO., GENERAL MANAGERS.** [15]

Hongkong, 17th April, 1905.



## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ATHOLL"	...	...	...	...	About 15th May.
S.S. "NORDBOL"	...	...	...	...	About 15th June.

For freight and further information apply to

**SHEWAN TOMES & CO., GENERAL AGENTS.** [1004]

Hongkong, 11th April, 1905.

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA"

Captain R. F. Thomson, will be despatched as above on SUNDAY, the 23rd inst., at DAYLIGHT.

For Freight or Passage apply to

**JARDINE, MATHESON & CO., AGENTS.** [1019]

Hongkong, 18th April, 1905.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KORE.

THE Company's Steamship

"MARIA VALERIE"

Captain Berberovich, will leave for the above places on TUESDAY, the 25th inst., at 3 P.M.

For Freight or Passage, apply to

**SANDER, WIELER & CO., AGENTS.** [3]

Hongkong, 19th April, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

THE Steamship

"HUDSON"

Captain Burnett, is expected here on the 29th inst., at daylight and will be despatched on the 30th inst., in the afternoon.

For Freight & further information, apply to

**STANDARD OIL COMPANY, OF NEW YORK.**

Original Freight Depot ment 4, Des Vaux Road, Central.

Hongkong, 7th April, 1905. [923]

## NATAL LINE OF STEAMERS.

THE Undermanned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

**DODWELL & CO., LIMITED.**

General agents for China and Japan.

Hongkong, 4th April, 1905.

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 13th April, 1905. [396]

## BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "TREMONT"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJIL.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signatures and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by me in any case whatever.

**DODWELL & CO., LD., Agents.**

Hongkong, 18th April, 1905. [7]

## SHIPPING IN PORT.

STEAMERS.

B. BJORNSEN, Norwegian str., 790, C. Olson, 15th April.—Tamsui, Amoy and Swatow

14th April, General.—Owaka Shosen Kaisha.

BOGSTAD, Norwegian steamer, 1,382, H. S. Guliksen, 16th March.—Clinkiang 11th

March, General.—Order.

BOSNKO, German str., 1,344, E. Muhle, 15th April.—Sundakan 10th April, General and

Timber.—Melchers & Co.

BEUMHILDE, German str., 854, H. Solak, 16th April.—Bangkok 9th April, Rico.—Sander, Weller & Co.

CONINGBURY, British str., 2,157, Chas. E. Topp, 18th April.—Cardiff 2nd Feb. Coal.—Order.

DURWET, British str., 1,582, Jankins, 14th April.—Java 4th April, Sugar and Nuts.

—Chinese.

ENNA, German str., 963, Torpehn, 16th March.—Germany 1st January, General.—Order.

ESANG, British str., 1,127, S. J. Payne, 17th April.—Tientsin and Chefoo 10th April, General.—Jardine, Matheson & Co.

FRONDA, Norwegian str., 2,335, H. P. Hansen, 15th April.—Sasebo 10th April.—Order.

GLENBEE, British str., 2,083, Rafferty, 13th April.—Karatsu 7th April, Coal.—McGregor, Bros. & Gow.

GLENLOCHY, British str., 2,097, E. J. Stallard, 13th April.—London and Singapore 7th April, General.—McGregor Bros. & Gow.

HANGANG, British str., 1,350, Wilde, 13th April.—Sundakan 8th April and Swatow 12th, General.—Jardine, Matheson & Co.

HAKOI, French str., 739, P. Weirles, 17th April.—Haiphong 14th April and Hoibow 16th, General.—A. B. Marty.

HORNSTEIN, German str., 1,275, H. Hamer, 16th April.—Moji 9th April, Coal.—Mitsui Bishi & Co.

HONGKONG, British str., 2,053, H. Peters, 18th April.—Peking 9th April and Singapore 12th, General.—Chinese.

IKRAL, British str., 3,490, Robertson, 10th Feb.—Durban 17th January, Ballast.—Gibb, Livingston & Co.

ISLEWORTH, British str., 1,716, Cox, 18th April.—Saigon 14th April, General.—Dodwell & Co.

KWANGTAE, Chinese str., 1,536, Wm. H. Lunt, 17th April.—Shanghai 14th April, General.—Chinese.

LAERTES, British str., 1,341, J. B. Jackson, 10th April.—Saigon 6th April, Rico and General.—Chinese.

LENNOX, British str., 2,361, F. McNair, 4th April.—Karatsu 31st March, Coal.—Dodwell & Co.

LOONGHONG, British str., 1,092, G. S. Weigall, 17th April.—Manila 14th April, General.—Jardine, Matheson & Co.

LOTHIAN, British str., 3,711, J. C. Williamson, 12th Feb.—Port Natal 15th Jan.—Dodwell & Co.

LYDIA, German str., 1,771, Girtenberan, 18 h April.—Wuhu and Chinkiang 14th April, General.—Siemssen & Co.

NAMANO, British str., 2,591, G. Payne, 15th April.—Calcutta 1st April, General.—Jardine, Matheson & Co.

PALLAT, German str., 1,018, Dames, 15th April.—Bangkok 9th April, Rico and Wood.—Butterfield & Swire.

PETREACH, German str., 1,252, C. Ahrens, 17th April.—Chefoo 12th April, General.—Sander, Weller & Co.

PERANANO, German str., 1,021, F. v. Mangelsdorf, 15th April.—Kobe 9th April, Rico.—Butterfield & Swire.

PRUYER, French str., 1,298, L. Ducroart, 18th April.—Saigon 14th April, General.—Bradley & Co.

PROVINCENCE, Norwegian str., 493, C. Corvelin, 17th April.—Bangkok 8th April, Rico and General.—North German Lloyd.

RUMI, British str., 1,611, A. H. Nodley, 17th April.—Manila 14th April, General.—Shewan, Tomes & Co.

SAINT HELENA, Indian str., 2,707, Mokie, 14th April.—Cardiff 8th Feb. Coal.—Order.

SHANTUNG, British str., 1,740, Robinson, 4th April.—Hongkong 1st April, Coal.—Batterfield & Swire.

SYNGORA, German str., 1,754, P. Horneling, 11th April.—Bangkok 3rd April, Rico.—Melchers & Co.

TARTAN, British str., 2,793, E. Bootham, 1st April.—Vancouver 7th March and Shanghai 2nd April, General.—C. P. R. Co.

TEWELD, German str., 670, H. Behnman, 2nd April.—Hamburg 2nd Feb. General.—Carlowitz & Co.

THORIS, Norwegian str., 1,203, T. Thomassen, 17th April.—Kobe via Moji 10th April, General.—Chinese.

TOLOSAN, German str., 2,200, Ross, 14th April.—Peking 5th April, Coal.—Jahon & Co.

WOSANG, British steamer, 1,076, Malkin, 10th April.—Woomung 7th April, General.—Jardine, Matheson & Co.

SAILING SHIPS.

A. G. ROPES, Amr. ship, 2,302, D. H. Rivers, 16th March.—Philadelphia 16th Oct., Case Oil.—Standard Oil Co.

S. P. HIRSH, Amr. ship, 2,086, E. V. Gates, 22nd March.—New York, Oil and Wax.—Standard Oil Co.

WEST YORK, British barque, 720, W. L. Foster, 18th April.—Newcastle 15th Jan., Coal.—Order.

## SIEN TING.

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 5th March, 1905.

## APIOL & STEEL PILLS

A French Remedy for all irregularities. Thousands of ladies have cured their troubles by the use of this medicine. It is a purely vegetable preparation and does not contain any harmful ingredients. It is sold in all the principal cities of France and abroad. Write to the Proprietor, M. APIOL, 10, rue de la Harpe, Paris, for a free brochure.



